

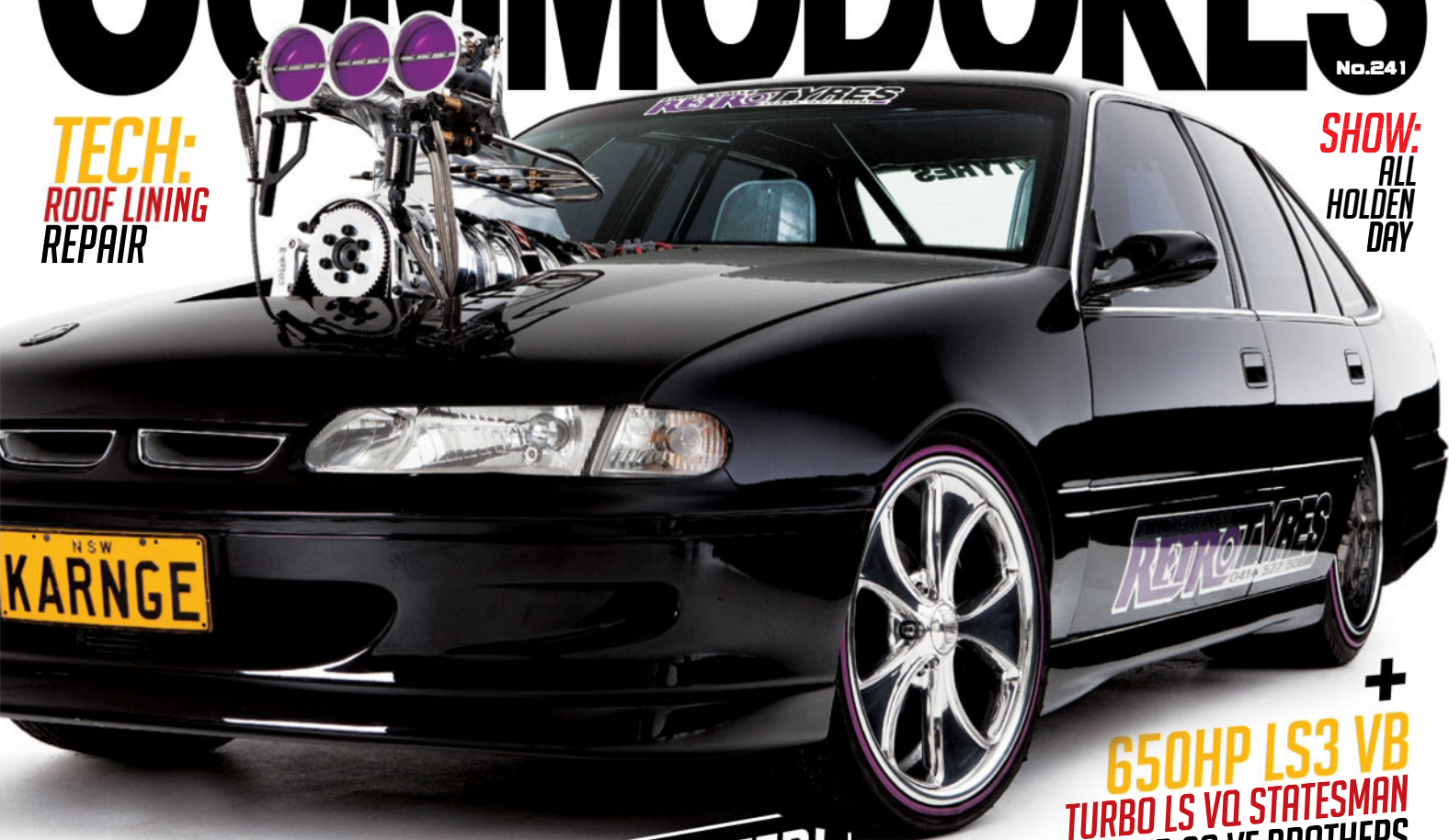
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street COMMODORES

No.241

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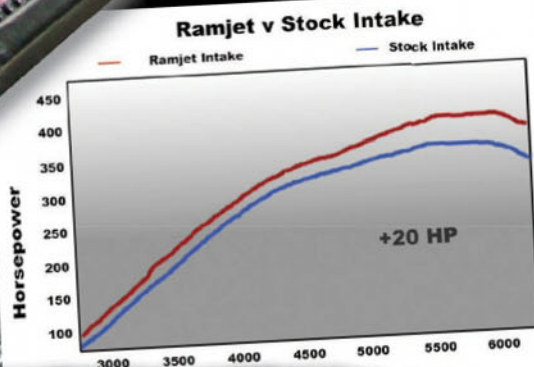
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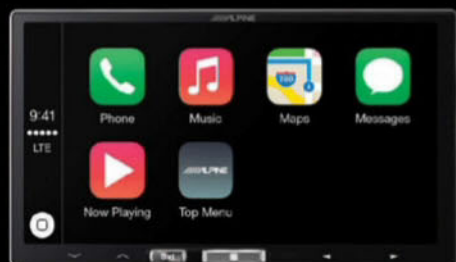


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If you're a tyre you're gonna
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#241

street COMMODORES

042



STREET SCENE

**058 GEELONG
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058

REGULAR FEATURES

010 CRUISE CONTROL
012 SMOKE AND MIRRORS
028 ON THE STREET
030 IN THE BUILD
031 SC TRUE ENTHUSIAST
078 HOME BREWED
080 QUARTER POUNDERS
082 NEW PRODUCTS
098 NEXT TIME AROUND

018





FEATURE CARS

018 LIFE ON THE LYMITA

After months of intense searching all over the country, Adrian found this low-km gem just 15 minutes from home. Now it has a whole new lease on life... destroying tyres

034 THE DEVIATE

It's amazing what you can do with a bit of guidance, a shed and a lot of beer

050 BETTER THAN EVER

It's been almost a decade since we last featured Steve Spirovski's gorgeous VL turbo. After an unfortunate incident at Powercruise, it's now back and...

070 DOUBLE TROUBLE

As my mother always said, play nice now, boys

092 GOT TURBO?

Would you like a car with your turbo, sir?



SMOKE SHOW

YOU'LL INEVITABLY HAVE THOSE CARS AND OWNERS WHO FLOAT IN A MIDDLE GROUND, EITHER BECAUSE THEY'VE BUILT A FULL-ON CAR BUT DON'T HAVE THE NAME OR EXPERIENCE TO GO WITH IT OR BECAUSE, FRANKLY, IT WOULD BE DOWNRIGHT UNFAIR TO STICK THEM IN WITH THE VN V6 ENTRANTS AS THEY SINGLE-PEG FOR AUSTRALIA

Everyone loves a good burnout. It doesn't matter whether it's in the heat of January in Canberra watching someone give it their all in front of a screaming Summernats crowd, ripping up the Powercruise pad, or just going for it with some buddies at your local karting track, the desire to hear engines scream and tyres pop is something that never leaves your system.

Not counting the skid component at street meets, I get to probably 20 events in a year and most of them have burnout competitions. While judging is always very subjective and often turns out some head-scratching decisions, the various comps all have fairly similar rules with points allotted for things like creating instantaneous smoke, consistent smoke, use of the pad and popping tyres. More recently I've noticed a breakdown of points that includes being able to drive off the pad under your own steam, which, while not a new idea, is certainly an aspect that should be scored, at least in my view.

Burnouts have become big earners for the lucky few who take home the gold. The drivers at the big end of town, the Pros or the Burnout Masters, whatever you want to call them, regularly battle for tens of thousands of dollars in prize money. That's serious coin no matter what form of Aussie motorsport you're talking about. In fact, even if you include the V8 Supercars circus where team investment is in the millions of dollars per car range, nothing comes close in terms of the cost to compete vs. potential rewards. Even the biggest drag racing event of the year, the Winternationals, is eclipsed in the prize money count with first place in the Top Fuel category scoring just \$11,500.

While many of the best known cars in the pro ranks pack 1500hp engines, \$30,000 paint jobs and \$20,000 drivelines, it is still possible to compete on the biggest scale and on the largest stage with a relatively inexpensive car, a torquey motor and a heap of talent. Go to YouTube and search for LYNCHY and you'll see what I mean. Half a tonne of Toyota Corolla with enough tunnel-rammed LS1 to throw it around like he hates it, and win. You could build the whole car for \$11,500 if you wanted to!

Most events typically have a regular burnout competition for the everyman skidder, as well as a pro category, either for those whose drivers who have qualified to be a part of that pro class. The trouble with this two-tiered system I've found is that, as well as the guys with regular cars, either their streeter or a dedicated 'mang-mobile', and the second group of entrants with top-tier pro burnout cars, you'll inevitably have those cars and owners who float in a middle ground, either because they've built a full-on car but don't have the name or experience to go with it or because, frankly, it would be downright unfair to stick them in with the VN V6 entrants as they single-peg for Australia.

Separating entrants into blown and NA categories doesn't work either, for the same reason. Again, put old mate LYNCHY up against Regular Joe in his daily and tell me how that's fair.

The burnout scene has come a long way in the last ten years but it would seem it still has plenty of growing up to do.

**See you next issue,
Adrian**



street COMMODORES

241

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Fax: (02) 9737 8017
Email: subs@magstore.com.au
Back Issues - Free call: 1800 801 647

GENERAL MANAGER - MOTORING:
Igor Amedov

PUBLISHED BY:
Published by EMG Express Media Group,
a division of Express Publications Pty Ltd
ACN 057, 8087 904, under licence from
EP Investments Pty Ltd
ACN 003 109 055. All rights reserved.
2 Stanley St Silverwater NSW 2128.
Phone: (02) 9741 3800
Fax: (02) 9748 1956
www.expresspublications.com.au

RETAIL SALES:
Distribution enquiries - Circulation Department
Email: circulation@emgroup.com.au
Phone: (02) 8719 3503
Website: http://newsagents.emgroup.com.au

DISTRIBUTED BY:
Network Services
66-68 Goulburn St Sydney NSW 2000

EDITORIAL CONTRIBUTIONS
AND CORRESPONDENCE:
STREET COMMODORES
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SMOKE AND MIRRORS

- PHIL KERJEAN

BROKEN BITS

It's been so crazy lately that I even missed submitting last month's column. I have been under the pump big-time between the Fuelworx and PKM workshop and planning things for TUFFST. Speaking of TUFFST, the poor old girl has been getting neglected lately and has a busted motor as well. We hurt it down at Pete Grmusa's Xtreme Powerfest in Shepparton in late February. Awesome event and can't wait to go back. Apparently 8000 rpm and no oil pump is a no-no. Lol.

Not sure why but the oil pump belt for the dry dump had come off so no oil pressure, but luckily it also brought the fuel pump off as well so hopefully not too much damage to repair. There are a few lumps and bumps in the sump that shouldn't be there so who knows.

Normally I would have the thing out and up at Westend Performance but due to prior commitments I have had to keep the whole thing together and complete. We have a few indoor shows and events to do for sponsors and I need to keep them all happy as much as possible. In the mean time I cleaned the car up and put it on display

at Danics Tyres showroom for a few weeks and that gave us a chance to catch up on some work. Another thing it did was give me some thinking time which is not always good because that usually costs me money.

And it did too. I came up with a plan to build a new motor from scratch. I already had a new block at home as well as a set of near complete heads so it was a great start. I spoke with Sam at Westend and we came up with a plan to build basically an identical twin for the car – a complete spare engine less blower and ancillaries. I can tell you but, the missus wasn't as enthusiastic as I was but when I explained the method to the madness she came around.

The idea of a spare engine is not a new one and some guys out there in burnout land already have spare engines. The idea is to be able to come back from an event broken, put the car in the shed and get stuck straight into it. Pull the broken engine out and put the new one straight in. The best part of this is you don't miss out on any events and while I still get to skid, the broken engine can be getting attended to.

One of the hardest things to do when your car is out of action is be a spectator and I'm a terrible spectator at that, probably the worst. So while it's a big expense, I think the pain of paying to build one engine and also repair the other will be pretty full-on. But once it's said and done it should be killer. Minimal downtime off the track and not missing events or competing is what I'm after. Most motorsports these days have a spare bullet in the trailer and while I won't drag an engine everywhere I go, at least knowing I have one at home will be satisfying enough.

Aside from the engine TUFFST is staying pretty much the way she is. There have been a few little tweaks here and there but in general the car is just the way I like it. Anyway, there's no time, I have a golf buggy to rebuild now and with some new wheels, trick new paint and a Fusion stereo on board it should be killer. Look out next issue as there will be some massive news regarding the NSW Burnout scene. Sorry to keep you in suspense.

That's how I roll.

Phil



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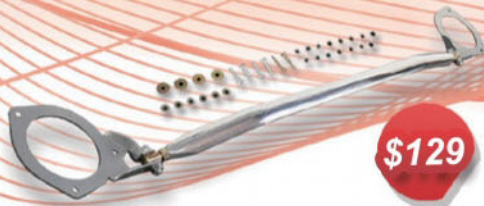
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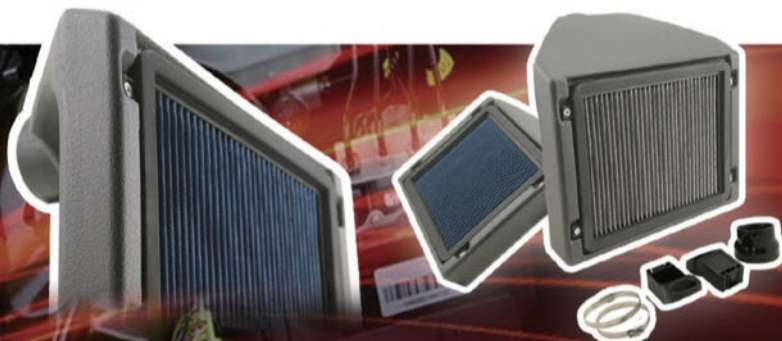
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JASON AND RYDER HILL

25KID
1989
VN
BTT

W

ith its big single turbo LS2 and bright green paintjob

Jason Hill's VN is popular with Commodore fans everywhere. But the car's biggest fan is Jason's son Ryder who goes wherever the car goes and loves every minute.

"He loves the car! He comes everywhere with us. Drags, car shows, when we tune it, wherever. He's hanging to get a junior dragster as soon as he's old enough."

The car's PB currently sits at 9.17sec @ 147mph but Jason hopes that recent changes will see that number drop.

"The 9.1 was on 12psi but I'm going out again soon with 15psi dialled in. I'll also be upping the two-step to 6000rpm so hopefully it will crack into the 8sec zone." **SC**

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LIFE ON THE **LY**




557HP 355CI VC

MITA

AFTER MONTHS OF INTENSE SEARCHING ALL OVER THE COUNTRY, ADRIAN FOUND THIS LOW-KM GEM JUST 15 MINUTES FROM HOME. NOW IT HAS A WHOLE NEW LEASE ON LIFE... DESTROYING TYRES

STORY AND PICS BY HOSKINGINDUSTRIES.COM.AU



A high-angle, close-up photograph of the interior of a 1981 Chevrolet Camaro. The car features tan leather bucket seats with vertical stitching. The dashboard is a custom, light-colored panel with a central instrument cluster containing a tachometer, speedometer, and several smaller gauges. A black MOMO steering wheel is mounted on the dashboard. The center console has a manual shifter. The driver's side door is open, showing the tan leather interior panel. The car is parked in a garage with a concrete floor.

557HP 355CI VC

Believe it or not, the interior in Adrian's VC is almost entirely original! Save for a tear in the driver's seat that he had repaired and repainting the dash, the upholstery is all as GMH built it in 1981. With a super neat integration of a B&M shifter and a few gauges, it's a cool time capsule



"I WENT AND LOOKED AT HEAPS OF THEM HIGH HOPES, BUT NOTHING BUT DISAPPOINTMENT WHEN THE CARS DIDN'T LIVE UP TO THE SELLER'S DESCRIPTION"



It's easy to become disillusioned when searching for a nice, clean early girl Commodore with which to base your ideal project build. One thing early Commodores are not known for is clean, rust-free bodies and most unrestored cars bear the scars of hard lives spent working as family taxis – not 'only driven on Sundays', always-garaged time capsules.

However, as you'll read here, there are some remarkable first-gen cars left out there waiting to be found. "I was looking for an early model Commodore for months," says Adrian Borg, a 23-year-old mechanic


from Sydney. "I went and looked at heaps of them, every time with high hopes, but nothing but disappointment when the cars didn't live up to the seller's description."

Adrian was so intent on buying an early model that he even drove all the way to Melbourne – with a tow truck – only to have to turn back around with plenty of time and money wasted. "I went down there to see a VL Calais with a tow truck, ready to buy it and bring it home," he says. "But the owner didn't even show up! I went to Nambucca Heads the next weekend to look at a VK, but that wasn't any good, either."



557HP 355CI VC

Adrian's tyre fryer is powered by a stout 355ci stroker Holden that uses a VS block and ported cast heads as the foundation. Inside there's a set of forged SRP pistons and a meaty solid roller cam. Outside you'll notice the ceramic coated Harrop single-plane and 850cfm Holley Ultra HP carb. It's all good for 557fwhp



**"THE MILD 308CI V8
TURNED INTO A PRETTY
WILD 355CI AND THE
WHOLE THING TURNED
INTO A FULL REBUILD
WITHOUT A SINGLE
NUT OR BOLT BEING
LEFT UNTOUCHED"**

It was on his way home from the Nambucca trip that Adrian was told about a mint VC that was only 15 minutes from home. Typical! "I went straight there," he says. "It was about 9pm and it was in a showroom, on sale by consignment. It was exactly what I wanted – a one-owner car with log books and 43,000kms on the clock."

Adrian went home and tried to sleep, despite his excitement. First thing the next day he rang the showroom and arranged a proper

viewing. What he found was an honest rust-free car with little more than a couple of small dents and a tear in the driver's seat to show for its 30 years.

"I bought the car and lowered it and put a set of venetian blinds inside," he says. "I drove it for about five months like that and loved it. But with my P-plates coming to an end I decided it was time for the 202ci six to go and build a 308ci for it."



Adrian says he massaged the rear wheel tubs to fit the big 19x9.5in Simmons FR rims. A narrowed Borg Warner diff' housing also helps with that delicious backspacing



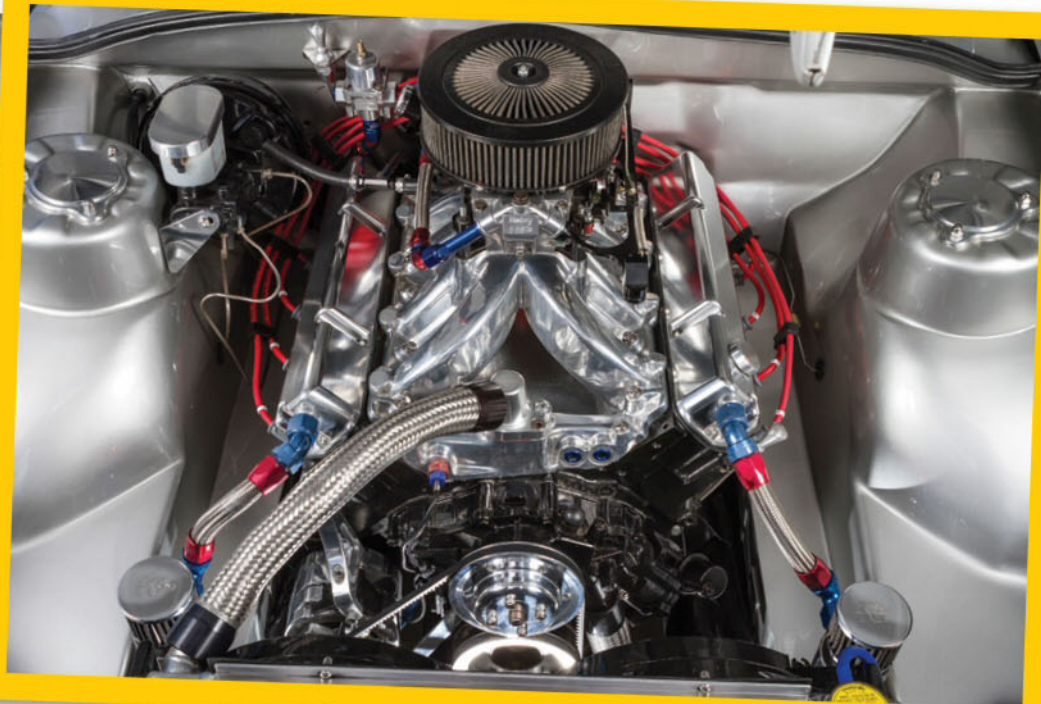
As we hear so often here at Street Commodores, it wasn't long before the simple idea of building a V8 for the car blew out of all proportion and it wasn't long before the old VC was undergoing a full transformation. "A simple tidy-up of the engine bay ended up with the entire car being soda blasted," Adrian says. "The mild 308ci V8 turned into a pretty wild 355ci and the whole thing turned into a full rebuild without a single nut or bolt being left untouched."

Well, that's not entirely true. So clean was the original interior that with the exception of a repair to the driver's seat and a repaint of the dash, the cabin of Adrian's VC is as Holden built it. It's crazy to think that a car built three decades ago could be in such a fantastic state. The only deviations he's made since buying the car has been to add a B&M shifter and a few Autometer gauges to keep him informed when ripping big power skids.

Under the 4in reverse-cowl scoop lies a 557fwhp 355ci Holden stroker based around a VS block and ported cast heads. With a shiny Harrop single-plane, 850cfm Holley and aggressive solid cam', Adrian says it makes enough grunt to rip hellacious power skids, even with his mates in the car. The power reaches the ground via a pair of 19x9.5in Simmons FR rims. Adrian tells us that he achieved this impressive feat by "massaging" the rear factory tubs and a narrowed Borg Warner rear end and that there's no scrubbing.

"One of the best memories I have of the build was fitting the T350 in the shed at home," he says. "All my mates were there to help. It was New Year's day and no one was feeling very healthy after the party the night before. But I lowered the car down and started it for the first time. It took a while for it to hit me that the car was actually ready to drive. That first drive around the block was the best."





**"IF I EVER BUILD A NEW MOTOR FOR IT,
I'D PROBABLY ADD A BLOWER, BUT
WE'LL SEE WHAT HAPPENS"**





Now that the car is finished and looking amazing, Adrian is pretty content with how it sits. However, that doesn't mean he hasn't considered a few more alterations. "I might add a small shot of nitrous," he says. "If I ever build a new motor for it, I'd probably add a blower, but we'll see what happens."

For a car that was built primarily to allow him to cruise with his mates, Adrian's VC has become a truly inspiring machine. Retaining its factory charm (as well as almost all its factory interior), the car boasts plenty of classic appeal thanks to the iconic Simmons rims, slammed stance and roaring Aussie V8. Seeing it rip huge skids just adds the icing on the cake. **SC**

NITTY-GRITTY

OWNER:

Adrian Borg

MODEL:

1981 VC

BODYWORK:

Reverse-cowl scoop, SL/E rear bar

COLOUR:

VE silver

BLOCK:

VS 5L

ENGINE MODS:

Harrop stroker crank, SRP forged flat-top pistons (11:1-comp'), I-beam rods, ARP head and mains studs, Lowe Fabrication rocker covers and billet parts, ported cast heads, dash-12 breather lines, alloy catch cans w/K&N filters, billet thermostat housing, Comp Cams solid roller cam', Crane Gold Series roller rockers, double-row timing chain, High Energy sump, high-volume oil pump, BA Falcon thermo fans, alloy radiator, 850cfm Holley Ultra HP carb', Harrop single-plane intake manifold, MSD Pro Billet dizzy, Holley fuel pump, modified factory fuel tank, dash-8 fuel lines, Tuff Mounts

POWER:

557hp (415kW), 11.3sec @ 121mph

EXHAUST:

Ceramic coated Tri-Y headers (1-7/8in primaries), twin 2.5in mild steel system w/X-pipe

GEARBOX:

T350, 5000rpm Dominator stall, manualised valve body

DIFF:

Narrowed Borg Warner, 3.9:1 final drive, full-spool, 31-spline billet axles

BRAKES:

VT twin-piston front, VL disc rear, VL booster, 1in-bore master cylinder

SUSPENSION:

King Springs, adjustable panhard, chromoly tube lower control arms, "massaged" inner rear guards

WHEELS/TYRES:

19in Simmons FR (8in front, 9.5in rear)

INTERIOR:

Painted dash, Momo steering wheel, Autometer gauges, B&M shifter

STEREO:

Original AM radio, factory dash speaker

BUILD PERIOD:

2 years

COST:

Undisclosed

CONTACTS:

All Cylinder Heads, Carline Mufflers – Mount Druitt, Peter Connolly, Ricky's Driveshafts, Gear Exchange, Lou's Smash, Gary's Motor Trimming,



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ON THE STREET

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WHERE ARE THEY NOW?

We're diggin' way back into the archives with Michael Muddle's slammed CV8. Originally built by Dave Keen and featured on the cover of issue 99, Michael bought the car around four years ago as it was featured and has slowly been adding some personal touches to make the car more his own.

Michael says the car is still making 650rwhp from its blown LS1, although plenty has changed, both mechanically and aesthetically. The airbag system has been replaced and uses a Dakota Digital control system and it now rides on a set of custom-machined 20in Lenso rims, with 10in hoops under the bum. There's also a FAST intake manifold and throttle, new intake piping, strut brace and plenty of custom home-made bits. There's also a new boot install with a pair of amps and a sub tucked over to one side. Plans include a fresh paint job (although it still looks fresh!) and a new interior "one day", he says.



NATIONAL SS OWNERS CLUB MEET

The SS Owners Club held its first national meet in Albury, NSW between March 6 and 8, attracting 160 club members and 102 SS Commodores. The group descended upon the Siesta Resort for a weekend of Commodore-related fun, including plenty of cruising through some of the scenic NSW and Victorian hinterlands. The club also organised a Show 'n' Shine in

Beechworth, where the locals were no doubt surprised to see more than 100 gleaming Commodores roll into town.

Members from three states represented at this first annual event, but the wider club boasts more than 1000 members all over Australia, New Zealand, South Africa and the United States. They have also been a charitable bunch, raising money for

organisations like Challenge (supporting kids with cancer), raising \$8000 in 2014. If you wish to learn more, you can visit the club at facebook.com/groups/ssownersclub.



CHEVROLET FNR CONCEPT

Looking like something out of a Tron or Minority Report remake, Chevrolet recently unveiled its new FNR concept car in Shanghai. Just for something a little different, the FNR wasn't designed by the Australian design team, but instead created by the GM Pan Asia Technical Centre in Shanghai. The designers were asked to create a "unique and intelligent" vehicle for the next generation of motorists. The result

is absolutely over the top!

Special features of the FNR (besides its incredible overall appearance) include crystal laser lighting, 'dragonfly' dual-swing doors, hubless wheels with individual electric motors, magnetic drive and suspension systems behind each wheel and an autonomous driving system. Don't be surprised if you see this, or something like it, in the next blockbuster sci-fi film!



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AAAA EXPO GROWS

Despite Australia losing the remainder of its local vehicle manufacturing over the next few years, the AAAA (Australian Automotive Aftermarket Association) announced a 34 per cent increase in attendance to its recent 2015 Australian Auto Aftermarket Expo, held in Melbourne in April. Not only that, but the show also boasted 420 aftermarket exhibitors from 21 countries.

The AAAA said in a statement, "The Expos, which are trade only events, attracted 10,266 technicians and workshop owners and managers." Executive director Stuart Charity said, "Exhibitors are delighted with this result, particularly in the knowledge that the service and repair segment of the Australian automotive industry is consolidating. The vehicle service



and repair industry has approximately 25,000 workshops nationally. It was amazing to have such a high proportion of service and repair business

operators visit the Expos."

Held bi-annually, the next AAAA Expo will be held at the Melbourne Exhibition Centre in April 2017.

AUSSIES JUST NOT GETTING EVS

Having only sold a meagre 246 Volts in Australia since the car's launch in 2012, it's not surprising Holden Executive Director of Sales Peter Keley thinks Australia is a tough place to sell electric vehicles (EVs). With a price of almost \$60,000, life was always going to be hard for the odd-looking hybrid – selling only 10 units in 2015 at the time of writing. With a lithium-ion battery capable of only 87kms on a charge before the petrol engine kicks in, there are perhaps more reasons not to buy the Volt than to actually fork out the cash.

To add to the doom and gloom, GMH has admitted the new Volt will not be coming to Australia, remaining LHD only, before claiming in the same breath that if Opel builds a Volt-based RHD EV, that the Opel version may come here. Holden spokesperson Kate Lonsdale told The Motor Report that "Volt was never intended to be a volume seller in Australia. [It was] always niche, introducing Holden and our customers to new technologies".

To compound the point further, Holden recently recalled 'range-extended' Volts built between

May 2012 and March 2013 due to a potential 'misunderstanding' that EV owners may have surrounding the normal operation of their cars. If owners ignore warning sounds when leaving the car and fail to turn the car off, the battery can run down, causing the petrol engine to kick in, without warning. This could lead to the engine idling until the fuel runs out, leading to potential carbon monoxide build up.

Clearly, Aussies are having a hard time with this electric car stuff.



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street COMMODORES IN THE BUILD

SO FRESH

his is my factory, manual, turbo yellow BT1," says Chris Muscat. "I've had the car for about two years now and it has come a long way from when I got it. When I got the car it was just a shell and when I say shell, I mean no trim, no motor... It didn't even have a diff".

"I was building a VL Calais turbo and I was on eBay looking for parts for it when this BT1 caught my eye. I was reading the listing for the car, but it didn't say much, but I bid anyway, not thinking I was going to win it. When I spoke to the guy I said 'I'll send a tow truck to pick it up in the morning'. At this point I didn't tell my partner that I got another VL, because I already had my Calais turbo and a Berlina as well, so I just hid it in the garage and was going to let it sit there until I had some time to build it for my son. But, then I decided to sell the Calais and build the BT1 instead!"

"So it started. The car went to a panel better and sat there for about a year, until the guys closed his shop and I had to get the car out. This is when my partner found out about the car, starting World War 3. It came back to my shop and went straight to a panel beater next door to me."

Like the Calais before it, Chris' plans for the BT1 are to finish it off to look stock, but better – as you can tell by the smoothed over engine bay. We can't wait to see it finished and hope Chris' partner likes the situation a bit better once she sees it finished.. **SC**





SURPRISE PACKAGE

Dale Bickham likes to think a little outside the square. We featured his old VN sedan in issue 105 and it boasted a 4.3L V6 stroker with a custom intake manifold. Fast forward 12 years and Dale has owned a couple of 11sec VZs and a VK race car that ran a flat 10sec ET at 135mph.

Today, Dale is transferring the guts of that 10sec VK into a totally stock-looking VC SL that Dale says is "mint original". "I'm keeping the outside and interior stock, but adding SL/E rims," he says. It's a stock-bottom L98, but the top end has seen plenty of work, including a solid roller cam' swap, Victor Super intake manifold and hand-ported L98 heads. The specs of the cam' are secret, but from what Dale tells us, it's running a crazy amount of lift. The combo will also be running on E85, with 12.6:1 static comp' and a dizzy.

"I'm going for the 'Stock Bottom End' LS record," he says. "It's currently sitting at 9.87sec and I'll be chasing it in a full-weight street car". **SC**



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IMAGES BY CHRISTIE APPELEYARD



39

-year-old
West
Australian
Debs 'Andromeda'
Benedetto

has been messing with modified cars for almost as long as she's had her license. Her list of previous cars is as long as your arm and includes a 14-sec VN S pack on gas, 186ci-powered HR ute, a few VH Commodores, HDT-improved VL Calais V8, HSV Senator and the VC SL burnout weapon you see pictured here. Clearly a woman who loves to go fast, she's also owned a string of crotch rockets, like a "fruited up" Honda CBR 1000, Hyabusa and 250awhp Ninja ZX1400.

"I built my first car (a 1981 VC Brocky lookalike many years ago when I was just 20," Debs says. "It had a worked 308ci and a manual 'box. Someone else had a VC Brocky lookalike with an auto and 253cim unreg'd in my area, so I hunted them down and bought that one too so I'd have the only one at the time in my area! (laughs)."

Debs' burnout VC sedan certainly gets the job done when it comes to destroying tyres. She tells us that the VK panels were added by a previous owner and that it also boasts VX SS seats front and back. "She started out with a 308ci block with VN injected heads and a Haltech Computer, with a Trimatic behind it," Debs explains. "After finding two cracks in bore number two (and still making it into the

Gazzanats finals 2013), a really good friend of mine, Glenn Silva, donated me his 5.7L motor out of a late-model HSV R8. It had been sitting under his bench for about five years. I went and picked it up, changed oils and fluids and filters, took it to Justin at BYE Performance that Thursday night and put it on the dyno. Justin said it was the best-performing LS1 he's ever dynoed to date, with 360.5hp (stock motor)."

"There's a fuel cell in the boot along with the battery. It also has a line locker for the rear brakes and she's set up for nitrous (a Viper kit). The nitrous bottle has been sitting in my chest freezer for awhile now, waiting to go in. Everything is plumbed up ready to go though."

While Debs says she's not really into car shows ("I've probably been to about 10 in the last 12 years," she says.), she does attend burnout events all over the metro area. "I love knowing that I can make the car do whatever I want it to do, that I'm the one in control and no one else. I can throw her around, put on a great show for anyone interested in watching and have loads of fun in the process. There is something about the rumbling of a motor, smoking up of tyres and that smell of tyre smoke. It seems to live inside me, coursing through my veins, and I can't control it. I love to try different things every time I'm in the car. At the moment I'm working on my tip ins." **SC**

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"I BELIEVE
THIS IS THE
ONLY VB
WITH A
6.2L IN IT"



Ryan Adam Smith (26) is a diesel-fitter by trade, but when he's not getting down and dirty he's busy cruising in this, his immaculate VB Commodore. The SL/E was actually his first car, sort of, and remains something of motoring history. There are not many around now.


Ryan wanted to build a tough street sleeper. That is easier said than done. So far it's been all engine mods, because, as our man himself says, "I hate buying things

for it that won't make it go faster." That includes the respray he hasn't booked in yet.

"My first car was a VB as well, which I had when I turned 15. It had a 253 with a Supra five-speed in her. When I turned 19 I purchased an L76 out of a smashed VZ ute and placed that along with a T400 in. The car already had a 9in from the previous owner and went a best of 12.8 at the track. That's when I first met Peter Gehle. He set about helping me by doing a port job on my heads and dialling in my camshaft after I had fitted it.





A detailed view of the interior of a classic car, likely a 1960s Ford Mustang. The car features tan leather upholstery on the seats and door panels. The dashboard is custom, with a central console housing several analog gauges, including a tachometer and speedometer. A black steering wheel with a three-spoke design is visible. The car is equipped with a roll-over protection system (ROPS) consisting of black bars and straps, with "SIMPSON" branding on the straps. The car is parked outdoors, and the rearview mirror shows a white car behind it.

The standard tape deck is still in order, but it's a strict rule of windows down when the car is out cruising

The Hopper Stoppers 300mm brake upgrade allows for fitment of a 15in rim

"I HATE BUYING THINGS FOR IT THAT WON'T MAKE IT GO FASTER"

"We went back to the track and reeled off an 11.6 at Powercruise Friday night drags. When we got back to Benaraby we had a day called Octane Fest, so we went down there. With minimum track prep and my inability to back off, I drove it into the wall just after half-track rolling twice and taking 10m of the concrete wall with me."

A week later Ryan's dad found this mint-condition SL/E in Victoria. It was even the same colour. "With an enormous hand from some very good friends we used what was salvageable from the old VB and built what I have now in just over 12 months. Peter Gehle helped out a lot again this time. He put some research into the engine build, and I was allowed to build in his workshop under his supervision. I couldn't be happier with the outcome. When it was screaming at 8200rpm on the dyno pumping out 650hp it was smiles all around and a lot of beers afterwards."

As it sits, the car and everything put into it sums \$27,000, which is a pretty impressive figure but largely down to Ryan's ability to do most of the work himself. "The best part of the journey was building it in the shed with good mates. I wouldn't

change that for the world."

As for why this combo, "I wanted to do something different at the time. I believe this is the only VB with a 6.2L in it." Ryan handled the conversion himself under the supervision of Peter. "We are using a front-mount distributor for an old-school look. It's also a lot easier for myself to tune at the track and offers reliability through the rev range. We spin the engine every run to 8200rpm from the burnout to 8500rpm crossing the line."

Coming up are some racing rims and a paintjob, then perhaps a 200hp shot to get into the midrange single digits. Until then he's happy running NA on pump 98 until he gets a nine out of it. Once he's got that single digit, it will be "straight up to Yoghurt Land to celebrate." If that's some weird sexual euphemism, we don't know what he's on about...

Thanks: "Biggest thanks to my wife, thank you for being you and having the patience to let me build my dream car, we have had two gorgeous children while building the car, so I have been super-busy, next my parents for all the help and guidance, Peter Gehle, one of the most





Although it's a sleeper, it's a little hard to miss this tower of an engine

stand-up guys I have met and always willing to help chase the dream with me, all those countless hours offered up in help and assistance never go unnoticed, the wives of my mates – Sarah, Jess and Sam – for letting the fellas stay longer than needed, my mates Callan, Nick, Ben, this car is much a credit to you guys as it is to me, thanks for jumping in when I needed you, Shaun, Adam, Borsy, Jayde have also been there with me from the start, thanks fellas. Also, Blake Williamson for the killer photos, Michael at ICE Ignitions.” **SC**



NITTY-GRITTY

ENGINE:

6.2L LS3/L92 376ci eight-cylinder

PERFORMANCE:

654hp at the fly, 10.4@127mph (1.5 60ft)

ENGINE HARDWARE:

Custom sump, Callies rods, SRP pistons, JE rings, Camtech 258/263@.050" 108 LSA hydraulic 650" lift cam, Camtech pushrods, Comp Cams lifters, standard 5364 heads cast out of an L76, hand-ported, Trunion upgrade for rockers, Camtech valvesprings, alloy junker rocker covers, Holley High Ram port-matched intake manifold, two 620 Holley Ultra Body carburetors (AED fuel

blocks), two Hooker Aeroflow mufflers, home-made custom exhaust system with 17/8 primaries custom extractors, ICE ignition module and coils, MSD dizzy from a 302 Windsor, GM front-mount dizzy timing cover, custom one-piece harness, firewall socket, braided lines throughout, -10 from tank to Magnafuel Pro Star Pump then -8 to Magnafuel four-port regulator through inline filter -6 to carbies

DRIVETRAIN:

T400 gearbox, The Convertor Shop 5800rpm stall converter, Hurst Quarter Stick, TCI flexplate, Pro 9-built Ford 9in diff housing, custom centre (4.56), Dutch Man alloy 31-spline axles, one-piece 3in tailshaft

SUSPENSION/BRAKES:

90/10 shocks front, Moroso three-way adjustable shocks set at 70/30 rear, Hopper Stoppers 300mm brake upgrade front, VS Commodore rear brakes

WHEELS/TYRES:

15in Pursuit wheels (6.25in back-space rear), Bridgestone front and 275 Mickey Thompson ET Street tyres rear

BODYWORK:

Rear tyre-holder deleted firewall massaged for extractors

INTERIOR:

Middle retractable seatbelt for Powercruise, aftermarket sports steering wheel, custom face dash with Auto Meter gauges (Street Light II), shed-built ANDRA-approved 9sec weld-in roll cage, six-point Simpson harness

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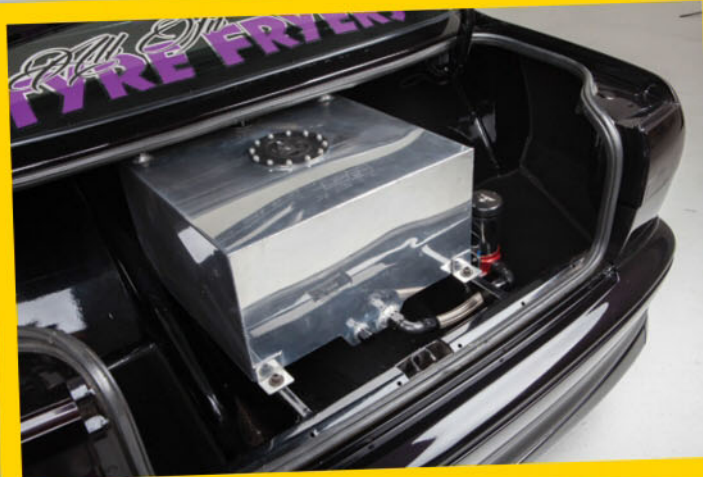
WORDS: JASON ROUND PICS: ERIC TANG

THE END OF TYRES COMETH



EDDOON





You don't want to be a tyre anywhere near this 1995 Holden Commodore VS. Owner Shawn Karn is the man behind

the monster. The car originally cost \$10,500, but Shawn has since spent well over six figures on top getting everything sorted, and sorted it is. It's been over a decade in the making since its purchase in 2014, but now it's heaving with horsepower and frying up rubber like a champ.

Says Shawn, "In the beginning I purchased a V6 BT1 when I was 18. It started out as a standard white Commodore and then progressed into a worked V6 with custom interior and paint. I then changed it to a 5L with

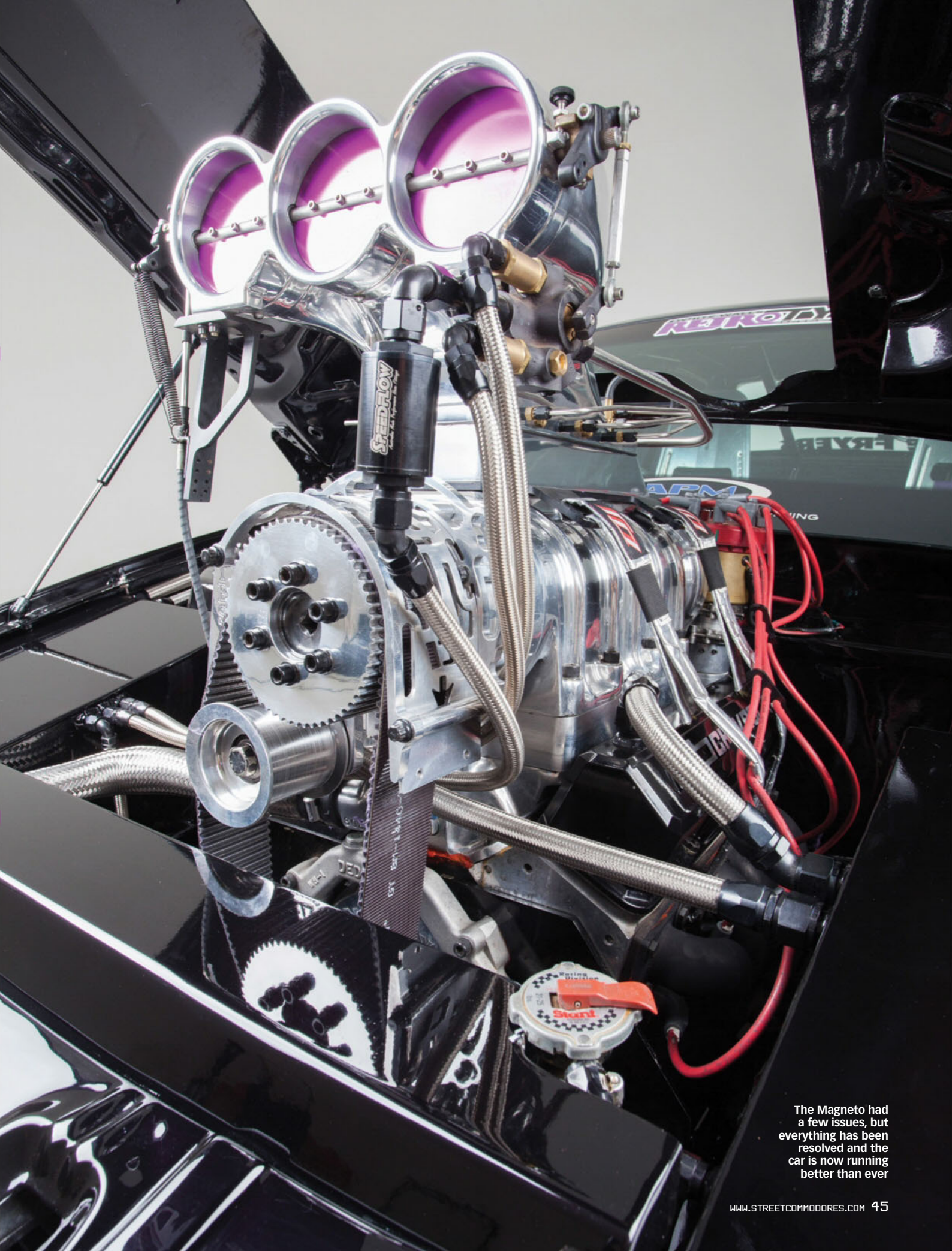
new paint, rims and airbag suspension. Later, I decided I wanted a 355 with the air filter out the bonnet. Over time it then went to an eight-throttlebody injection set-up which cost me four motors later.

"Frustrated breaking motors and forking out for rebuilds each time, I almost pulled the pin and was going to sell the car. My wife Lorretta persuaded me to keep the car and go more reliable. She asked me what I've always wanted and that we were going to make my dream come true no matter what it took. With her stubborn attitude, persistence and regular motivational speeches, she pushed me in the right direction of a 400 small block Chev blown injected motor."

PEOPLE SAY TO ME 'YOU'LL NEVER GET BACK THE MONEY YOU HAVE PUT IN', BUT IT IS NOT JUST A CAR TO ME. SHE HAS SENTIMENTAL VALUE AND MEMORIES MONEY COULD NEVER BUY

The carbon-fibre is a nice, modern touch, but there's plenty of old-school, too





The Magneto had a few issues, but everything has been resolved and the car is now running better than ever

The car was planned around being a reliable, simple burnout car, but there were a lot of complications externally. They included the birth of a son, purchase of a house, getting married and the APM heist. It took almost five years to complete, moving from a small, confined one-car garage to a spacious three-car garage. "The nights were long, cold and lonely while I perfected shaping my own tubs, parcel shelf, roll cage, trans tunnel and engine bay.

From there it went to Craig's house for the Varioflow to Phil Kerjean from Fuelworx. Killer Fab's Trav Lawyer made the two front header tanks while it was stationary before it came home to be rubbed down and blocked back in prep for the paint. Mate Stephan Fernandes primed the car in the shed and later finalised the paint in the booth.

Joel Bathis took care of electrical while the boys mucked around, had a few beers and played Forza. Top Auto Trim came next before Auto Tech carbon-wrapped the door trims and dash.

Summernats was approaching fast. It has all hands on deck. At the

Nats burnout comp, a teething issue saw the Magneto skipping a tooth and sending the timing and tune out. Luckily, a generous man named Peter Gray helped out and provided hope, telling Shawn to push through the depression for the next comp.

Powercruise was next. "The Friday night burnout comp the Magneto issue occurred again, but I was determined to have another go on Saturday. In the morning I travelled to my engine builder Aaron Hambridge at APM and rectified the problem. Saturday night I lined up ready to go. The car ran smoothly and I came home with first place, amazed I had competed against some of the most challenging big-name cars. I felt overwhelmed and privileged I had made the effort to persevere and come home with such a great accomplishment of taking the title of first place at the Powercruise 54 burnout comp. Now I repeat the 'fix and clean' process ready to prepare for the Bashernats burnout comp.



This is a south NSW superstar of the burnout world. The plates say it all



**"THE NIGHTS WERE
LONG, COLD AND LONELY
WHILE I PERFECTED
SHAPING MY OWN TUBS,
PARCEL SHELF, ROLL
CAGE, TRANS TUNNEL
AND ENGINE BAY"**

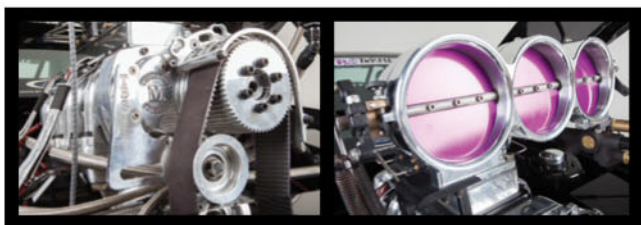


"As I look back and reflect on the good and bad memories, the car has always been temperamental and hard work. She resembles my trades in both boiler making and panel beating and the strong interest, passion and connection my mates share. Cars bring the community together. She has cost me financially. I have sacrificed, suffered and worked hard. Even after the extreme emotional roller coaster it has put me through, I still wouldn't have it any other way. People say to me 'you'll never get back the money you have put in', but it is not just a car to me. She has sentimental value and memories that money could never buy." Amen, brother.



Thanks: "My wife Lorretta Karn for the hard five years, the support and motivation to push me in the right direction and the late nights helping me rub back, Aaron Hornbridge for building my motor (APM), my father-in-law Phil Kohler, best mate Stephan Fernandes, my friends Adam Kohler, Chris Kafer, Michael Reilly, Buddy Rogers, Brett Morgan, Daniel Brown, Ben Cartwright, Joel Bathis, Gus, Nick Fraser, Phil Kerjean, Trav Lawer, Daniel Titcome, Adam Dunn, Bruiser

Coleman, Chris Sorgsepp, Tom Cole, Trent Allman, Jamie Simon, Keith Dare, Figtree Automatics (0413316748), Variflow Exhaust (0414416748), Fuelworx (0403133674), APM (02 46471181), Autotech (0430543016), Diffs By Terry (0424318712), Mick From, Stephen Fernandes (painter at Bears Auto Hospital Albion Park), Rod Andrew's Race Cars for the cage (02 9838 0032), Coast Wide Fabrication and Erections for supplying all the sheet metal, Retro Tyres Lync Luby (0414577508)." **SC**



NITTY-GRITTY

ENGINE:

Dart 400 Chev eight-cylinder

PERFORMANCE:

980hp, 943ft.lb (methanol)

ENGINE HARDWARE:

Block machined, honed, crack-tested, balanced, bored, chemically cleaned and decked, blueprinted, four-bolt main caps, Eagle crank, Scat flywheel and rods, mains stud kit, ported and polished alloy heads, SRP pistons, heavy-duty springs, Dart valves, Chevrolet valve covers, Speedflow breathers, Howards Cams cam (solid), Yella Terra rockers, external oil pump, ASR oil pan, electric water pump, Davies Craig cooling fan, Southcoast Radiators triple-core radiator, Mallory Magneto distributor, Joe Hunt coils, MSD 8.5mm leads, TBS inlet manifold with 12/71 Mooney Ham Teflon strips blower at 17psi, custom mild-steel four-into-one headers into twin 3.5in exhaust system, custom front header tanks made by Killer Fab, as well as custom front tank, oil catch can and water reservoir, Speedflow by Fuelworx fittings, shaved radiator support panel, capped rails, flat firewall, battery relocated behind passenger seat

DRIVETRAIN:

Three-speed Turbo 400, Dominator 3800 stall convertor, fully manualised valve-body, one-piece 3in driveshaft, shortened 9in diff, full spool, full floaters

SUSPENSION/BRAKES:

Pedders Super Low springs, shocks and swaybar front, Koni coil-overs rear with four-link and three-quarter chassis, manual VL steering rack, full tubs, 250mm rotors front slotted and drilled, VY SS calipers front, Bendix front brake pads, Wilwood brake pedal kit

WHEELS/TYRES:

19x8in front and 20x16in polished Boyd wheels, Mickey Thompson Sportsman 245/40 front and 29x18 rear tyres

BODYWORK:

Custom PPG black metallic with purple pearl, colour-coded, debadged, SS kit, SS front lip, side skirts and rear skirt, shaved rear quarter, engine firewall relocated 4in back

INTERIOR:

Custom interior with SAAS steering wheel, Kirkey alloy race seats, black carpets, carbon-fibre-wrapped sheet metal dash, Auto Meter tachometer and carbon-fibre gauges, eight-point roll cage, two four-point harnesses



THE CAR WAS PLANNED AROUND BEING A RELIABLE, SIMPLE BURNOUT CAR, BUT THERE WERE A LOT OF COMPLICATIONS EXTERNALLY

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BETTER^{THAN} EVER

ITS BEEN ALMOST
A DECADE SINCE WE
LAST FEATURED STEVE
SPIROUSKIS GORGEOUS
VL TURBO. AFTER AN
UNFORTUNATE INCIDENT
AT POWERCRUISE, ITS
NOW BACK AND...

STORY AND PICS BY HOSKINGINDUSTRIES.COM.AU








W

e love it when we get to revisit past feature cars that have gone

on to even greater things than when we first saw them – if for no other reason than to give newer readers a little glimpse into the glorious history of the Commodore scene while also featuring something fresh, new and awesome. So, when we heard that Steve Spirovski had rebuilt his VL turbo from the ground up, we got our arses down to the Canberra area as fast as we could.

Originally featured in issue 125, his Calais clone was eye-wateringly yellow (see breakout) – a pretty trendy thing to do at the time, and also something people late 20s and early 30s are likely to do to a car. Fast forward to today and Steve is a 42-year-old husband and father. Bright yellow cars aren't generally something people this age drive, let alone lust after (exotics are perhaps an exception!).

"I've owned this car for 25 years. It was my first car," Steve says. Given this remarkable fact, it must have been a terrible shock when his good friend put the car into a wall



The HKS T51 is rated to 1000hp and with the hydro dip application, looks as good as she goes

You wouldn't necessarily think that an engine bay this pretty could be capable of making 800rwhp, but Steve's VL does indeed make 800rwhp! We saw the dyno sheet ourselves. He says the reason for all the black and carbon-effect hydro dipping is because he simply get tired of always having to polish everything... don't blame him!



Talk about a neat integration of the B&M Pro Ratchet!

The genuine FR19s are about the only thing left on Steve's VL that needs to be regularly polished

at Powercruise. "We're still really good friends," he says. "Ben and his brother Toby Dobel repaired the car to what it is today. Ben welded up holes, fit a roll cage and fabricated a parachute bracket. He paid to fix the whole car."

Fixing the car was no small task. We're not talking about a small tap here. Both the front and rear ends were pretty much caved in and required a whole new front end and a new rear quarter. "It took 16 months to rebuild it," Steve says. "It didn't feel like such a bad experience once the car was back together and in primer. But otherwise it made me sick to look at it."

Steve didn't simply fix the damage and repaint it, though. No, he took the opportunity to give the car a mechanical freshen, too. When

we last saw the car, it was making around 700hp at the crank with a GT35/40 mixing PULP and a little methanol. During the latest rebuild, Steve swapped to a T51R turbo, E85 and an Autronic ECU (among other things). Adam Allen got the combo on the dyno where it made 799rwhp on 32psi. "Without Adam, this wouldn't have been possible," Steve says. "I put the car back together myself, with help from my mate Demetri Stamatis to get the engine and gearbox back in."

Also overhauled was the interior, where the previously mentioned 6-point cage was expertly woven into the cabin, as close to the pillars as possible for an almost stealth look. Amongst all that is a classy charcoal leather trim using Scheel seats up front and Calais gear out





Charcoal leather, Scheel seats, Momo wheel... the blacked-out trim is the perfect choice for matching the timeless appeal of the slate silver exterior. We bet you didn't even see the 6-point cage that's weaving its way around the cabin!



**"I'VE OWNED THIS
CAR FOR 25 YEARS. IT
WAS MY FIRST CAR"
- STEVE SPIROVSKI**



WAY BACK WHEN

This is how Steve's VL looked last time we featured the car, more than 100 issues ago – our Summernats 20 special issue. It's a world away from the sleek, sophisticated and timeless look it has today, but was no less of a potent street car.

Sadly, the car got properly damaged at Powercruise a while back while out 'cruising'. But it gets worse: Steve wasn't even driving it at the time! Thankfully, the friend who was driving coughed up for the repairs and ultimately, if it hadn't have happened, Steve's VL might not look the way it does today.



THEY GOT THE COMBO ON THE DYNO WHERE IT MADE 799RWHP ON 32PSI



back. Steve ditched the Autometer instrument cluster in favour of factory gauges (which still work with the 57L fuel cell via a custom sender unit) and the B&M shifter sits so clean you'd think it had been put there by Holden themselves.

Overall, while the crash was a shitty situation for all concerned (imagine how bad you'd feel rubbing the nose of your mate's car into a wall); incredibly good things have come of it. Steve's VL has never looked, or run better. It's now in a style and colour that isn't likely to date like the old yellow colour scheme and his pride and joy is all fresh and ready to fight another 25 years.

"I got this car when it was only a year old," he concludes. "So, it was in really good condition when I got it. I love its clean appearance and it's just a nice cruiser that I can take to the drags and have fun in."

Amen! **SC**



NITTY-GRITTY

OWNER: Steve Spirovski

MODEL: 1988 VL

BODYWORK: Calais parts

COLOUR: PPG Silver slate over Asteroid silver

BLOCK: RB30ET

ENGINE MODS: CP Pistons (8.5:1-comp), ARP head and mains studs, REV rods, ported head, Manley valves, double valve springs, G Tech hydraulic cam, High Energy oil pan, PWR alloy radiator, Nissan oil pump, factory rockers, Romac harmonic balancer, under-driven water pump pulley, 90mm Plazmaman throttle, SPAL thermo fan, JPC intake manifold and plenum, 4in tapered K&N air filter, HKS T51R turbo (32psi), M&W spark amp, Autronic ECU, alloy catch can, AeroFlow radiator overflow tank, SX FPR, 2x Bosch 044 fuel pumps (E85), 2L surge tank, 57L fuel cell, 1600cc injectors, custom fuel sender, custom fuel rail, Bosch 909 lift pump

POWER: 799rwhp (595rkw)

EXHAUST: 4in dump pipe, 4in single system, single truck muffler

GEARBOX: Jatco 4-speed auto, 4000rpm Dominello stall, 'stage-3' kit, custom billet valve body, two-piece tail shaft

DIFF: Borg Warner, 3.45:1 final drive, full-spool, 31-spline axles

BRAKES: VT twin-piston front calipers and 296mm rotors, VT booster and master cylinder

SUSPENSION: XYZ front coil-overs, QA1 rear coil-overs, Pedders panhard, mini tubs, manual steering rack, MacDonald Brothers 4-link kit

WHEELS/TYRES: 19in Simmons FR (8in front, 10in rear)

INTERIOR: Momo Monte Carlo steering wheel, Scheel front seats, Calais rear bench, charcoal leather trim, black super plush carpets, velour roof lining, Stuart Warner ancillary gauges, 6-point roll cage w/taxi bar, B&M Pro ratchet

STEREO: Factory head unit, Alpine V12 2-channel power amp, Fusion front speakers, Alpine rear speakers

BUILT TIME: 16 months (latest build)

COST: Undisclosed

CONTACTS: Johnson Performance Centre (JPC), Allen Engineering, Fyshwick Exhaust Centre, BMS, Diff Doctor, MacDonald Brothers, Duffy Panel and Paint, Top End Interiors, Canberra Hydro Graphics, Ben and Toby Dobel, my wife and kids for being so patient

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GEELONG ALL HOLDEN DAY

DAY



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THOUSANDS OF SPECTATORS
CONVERGE AT GEELONG
SHOWGROUNDS FOR THE
GEELONG ALL HOLDEN DAY



Brendan Findlay's custom coupe started out as a VE Maloo ute for the extra 100mm wheelbase. The doors still were stretched 287mm and a sedan was cut up to create the modified exterior panels from the A-pillar back. It also has a supercharged 7L (427ci) V8 engine, big Harrop 6-piston and 4-piston brakes, Pedders Extreme adjustable coilover suspension and 22in wheels



The 11th Annual All Holden Day took place at the Geelong Showgrounds on Saturday March 14th. The event is normally held on the first Saturday in March each year but due to the Victorian Labour Day public holiday (which is always the second Monday in March) falling on the same weekend in 2015 the event was moved back a week.

The Geelong All Holden Day is organised by the Geelong FX - HZ Car Club Inc. and the event has grown to such an extent that in 2014 they had already surpassed the milestone of

700 vehicles being on display. And as the name suggests, the day is open to all vehicles that were either originally made by and/or sold by General Motors Holden.

The vehicles that were on display ranged from a badly-rusted HQ Belmont wagon that was still running through very neat unrestored classics to many different restored examples as well as plenty of modified ones. There were ex-government vehicles including police chasers, various collectables and there were also some family heirlooms. The spectrum for all of these went from 1948 right through to the latest Holdens that are on sale today.



THE GEELONG ALL HOLDEN DAY IS ORGANISED BY THE GEELONG FX – HZ CAR CLUB INC



With so many cars, and such a variety of them expected, there were 100 trophies ready to hand out after the judging was tallied up. Entries for judging were \$20 per car whilst those who simply wished to put their vehicle on display without hoping for a trophy paid a mere \$10. Adult spectators (including an entrant vehicle's passengers) handed over \$5 each to attend the event and any of their offspring under the age of 12 were allowed in for free.

Vehicles were to start arriving from 7am and the gates for spectators were open at 9:30am. The day was to run through to around 4:30 in the afternoon but a few snuck out a little earlier than that.





This Harrop multi-throttle goodness is in an HSV GTO Coupe

HOLDEN VL TURBO 1987
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ALL BT1 POLICE PACK FEATURES RETAINED

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 FUEL TANK GUARD
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 DOME/3WAY INTERIOR LIGHT
 INTERIOR GRAB HANDLES
 EXTRA WIRING LOOM FOR POLICE LIGHTS/SIRENS
 SERVICE MAINTENANCE SHEET ON SUNVISOR
 MAP HOLDERS IN FRONT DOOR TRIMS
 ASHTRAYS IN FRONT ARMRESTS
 DRIVER'S SEAT LUMBAR ADJUSTER
 GOODYEAR NCT65 SPARE TYRE
 MUDFLAPS
 HEADLIGHT PROTECTORS
 CENTRE BACK STOP LIGHT
 DELETE RADIO & AERIAL
 DELETE POWER STEERING

WEIGHT..... 1290 KG
 0-100 KM/H..... 7.6 SECONDS
 TOP SPEED..... 225 KM/H



A VL on historic club rego; now we really feel old





The event was well promoted before the fact and those who were there may have seen not just our photographer taking lots of photos but also the film crew from community TV show Classic Restos with host Mark Fletcher (Fletch) interviewing a few entrants about their unique or otherwise interesting cars.

To make it as much of a family day out as possible, in addition to the cars and the various trades stands and food stalls there was also a petting zoo and rides for the youngsters to enjoy, plus SES demonstrations and raffles to help raise money for chosen charities, this year including Heart Kids. **SC**



This VL BT1 remains completely unmodified, and interestingly it is also a manual with air-conditioning



THE DAY IS OPEN TO ALL VEHICLES THAT WERE ORIGINALLY MADE AND OR SOLD BY GMH

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PICS: DRAG PHOTOS

POWERCruise DOMINANCE



Commodore owners have always played a huge part in Powercruise events but at the Sydney event they dominated! Commodore drivers took five of the top ten spots in the burnout competition including first, second and third place, three of the top five Powerskid awards including crowd favourite, dyno wins for six and eight cylinder engines and the Top Judged gong in the show class. **SC**

SHOW AND GO

EVENT SNAPSHOT!

ATION



FIX THE SAG

DIFFICULTY:



MODERATE

SECOND-GEN COMMODORES HAVE ONE CHRONIC PROBLEM THAT WILL AFFECT EACH AND EVERY ONE AT SOME POINT: A SAGGING ROOF LINING. BUT, THE GOOD NEWS IS THAT IT'S A CHEAP AND EASY THING TO FIX.

STORY AND PICS BY HOSKINGINDUSTRIES.COM.AU

Second-gen Commodores are getting on in years these days, with the earliest models hitting show-room floors as far back as 1989. However, the problem of sagging roof linings were beginning to be felt by owners as early as eight to 10 years after purchase – the condition lovingly referred to as the ‘10-year Sag’.

Over the ensuing decades owners have devised various ways to coping with the situation, like using thumbtacks to ‘temporarily’ hold the sagging fabric up off the tops of their heads. But no one should have to suffer the indignity of having an interior held together by thumbtacks and the true solution is a pretty straightforward process. Follow on as we show you how to fix that ugly old roof lining once and for all.



STEP

1

The first step is obviously to remove all the accessories that help hold the roof lining in place, like the sun visors, hand grips and interior light. You can also gently pull the bailey channel out of the top sections of the door frames.



STEP

2

Next, gently pry the pillar moulds away from the A- and C-pillars. They're held by pins that are moulded into the covers and once broken, can't really be fixed. While you can buy a purpose-made tool like this one from Würth, you can use things like a metal ruler or flat-head screwdriver if you go in easy and slow. Now is also a good time to unscrew the seatbelt mounts from the B-pillars.



STEP

3

Lay the seats down as flat as they'll go as it's now time to remove the roof lining from the car. As you can see from the photos, you start by laying flat in the car and pulling gently down. The lining is partially held by Velcro strips.



STEP

4

Being moulded cardboard, the roof lining bends and it will need to flex to get out of the car. You can see the process in the photos. Just go slow and try to minimise the bending, lest you add any permanent creases in the cardboard.



STEP

5

This is the reason the fabric has sagged – the foam backing decays and loses its grip on the cardboard. You need to remove any trace of the old foam from the cardboard before gluing the new fabric on. This is a simple, but messy, process of brushing it off with a scrubbing brush.



STEP 6

Once the board is clean of old foam and dust, roll out your new fabric (available at shops like www.homeupholsterer.com.au for \$29/m and eBay) to the approximate size of the lining.



STEP 8

Now it's time to start applying the new fabric. The easiest way to start is laying the lining face down onto the fabric, then flipping both over, using your clean hands to form the fabric into all the corners and fiddly areas, watching for gathering or lumps. Don't fold the fabric around the edges yet.



STEP 9

Once you're satisfied with the face of the lining, it's time to finish off. Use our images as a guide to covering the rear side. As you can see, much of the fabric will be trimmed flush with the edge of the lining, except the entire front section, which doesn't have any plastic trim pieces to hide the edge. Cutting in kerfs will help you shape the fabric around corners. Also fold over some tabs in between the roof handle holes.



STEP 7

The process of properly gluing the new fabric on is performed in two stages, applying the glue to both the fabric and the lining. It's unlikely a DIYer will have a spray gun – especially one they're willing to run glue through. So, spray can alternatives are available. Just be sure to find one that can withstand high temperatures. Leave the surfaces to tack before applying.



STEP 10

Here's the finished roof lining, looking like a brand new one. Leave it to dry a little while before reinstalling, or, be very careful with how you handle it during installation or you might end up with a few finger-sized impressions in the material which won't come out. Fitting it back in is simply the reverse to taking it out.



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WORDS: JASON ROUND PICS: BLAKE WILLIAMSON

DOUBLE

AS MY MOTHER
ALWAYS SAID, PLAY
NICE NOW, BOYS

TROUBLE

You can't beat
this colour for
visual impact



Brothers are going to be brothers. They're going to fight and they're going to damn near kill each other at one stage, but at least two can agree on one thing, and that's a love of Holden's VE.

Looking over the two Steinhardt boys' cars, you start to see a lot in common. Both are painted to perfection. Both share monster audio systems that would put a stadium to shame. Both are slammed into the weed and both are cheeky in a country-cum-crazy kind of way. Sheepskin and Smurfs? Only in the country, my friends.

Travis Steinhardt runs the VE International 405HOW. A 22-year-old labourer, Travis simply wanted "a nice clean street car that was different and would stand out." The 2009 model ticks all the boxes, with even a nod or two to Travis's favourite form of motorsport—the V8 Supercars.

"It just caught my eye. I hadn't seen many around." The Provence

is a great colour. It really stands out. It may seem Mica-esque, but check it out in person and you'll soon become familiar with its uniqueness.

So far the car has pulled in a few SPL and SQ trophies, with an eye for more down the track once everything is sorted. It's been three years in the build so far, but Travis is far from finished. He's looking into billet cams and a full exhaust next—a bit of bark to match the aural artillery already in place.

"I just want to keep it for a while and enjoy it," says Travis, and we won't begrudge him that. He does, however, have to keep up with his better half...

Joshua Steinhardt is the owner of the VE HSV Clubbie R8 57EIN, and yes, those other plates are novelty items, because Josh can, that's why. He's a sparkie by trade and like his brother is a big fan of V8 Supercars. He too has had a ute or two in the past, but the VE represents something of a paradigm shift in his modification mantra.

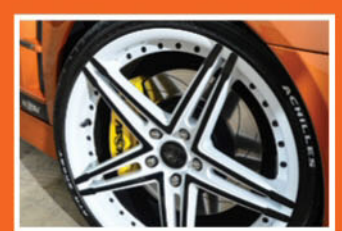
"I bought it for the lights and look. It's bloody awesome," starts an enthusiastic Josh. The Fusion is also a unique colour that always draws attention, as does the unique front end and custom glass work. Low? This thing is practically a hovercraft.

Like Travis, Josh has himself a

nice collection of SPL and SQL trophies, with the car also taking out Best VT-VF Holden at the All Holden Day in Bundaberg 2014. There are a lot more shows and meet-and-greets planned, so expect to see more of this car very soon.

Looking onwards, Josh is keen to step into either a 1996 Mazda

RX-7 or a 1969 Camaro. As for the VE, it's likely to get a Procharger kit, with ported and flowed heads, FAST 102mm manifold and T/B, E85 and plenty more kilowasps to boot. So far he's the muscle of the brothers, but if Travis gets his way the tables might be about to turn...





Making 470rwhp, a ProCharger should soon push that through the roof

The Pontiac front end is rather unique, aided by the extreme drop that has taken place



Thanks (Travis): "My family for helping out, whenever I didn't have the car they would take me to places and let me borrow theirs, so a bit thanks to them, Kierin Woods at Autobarn for making sure I had all the right gear for my audio, anything else I needed and coming up with the design, Joel Sexton for putting it all together and creating a unique and clean job with top quality, Nick Steinhardt my cousin, thanks for helping out with the custom interior bits and anything else on the car, awesome job, Michael Ellsworth for the respray, and Dan Barrett at Nielsen's Smash Repairs for polishing my interior dash bits, very good quality, Andres Glass at A-Plus Exhaust and Mechanical, thanks for your time and hard work tuning the car, excellent results,

couldn't be happier, finally a big thanks to Brendan Parker and the team at Signmax for the wrap on the roof, very clean and neat job."

Thanks (Josh): "My family for running me around when I had no car and helping with some of the mods, Autobarn Bundaberg for the in-car entertainment, which is incredible, thanks to my cousin Nick Steinhardt for the glassing of the bonnet and all the prep work, Micahel Elisworth and Dan Barrett (Neilsons Smash Repair) for the amazing paintwork when needed, Dean Christensen at Powerhouse Auto for all the engine work and going out of your time on a weekend to get the car going, Andrew Glass at A-Plus for the tuning, Chappy at Rum Centre Exhaust for the neat exhaust work." **SC**





NITTY-GRITTY

ENGINE:

LS2 6L eight-cylinder
PERFORMANCE:
 470rwhp

ENGINE HARDWARE:

VCM 237/488 camshaft, Manley pushrods, Lunati dual valvesprings, L98 manifold and VCM OTR, 1 7/8in Pacemaker headers, twin 3in mild-steel X-Force exhaust system with Vorex mufflers, braided brake booster line, oil catch can lines, fuel lines in engine bay, power-steering lines, oil cooler lines and clutch line, B&M oil cooler, Aeroflow oil catch can, colour coded manifold, intake, VCM panels and coil packs, polished Aeroflow power-steering reservoir, stainless coil pack covers, polished coil pack brackets, 8mm MSD sparkplug leads, polished throttlebody and belt tensioner, billet dress up kit and Street covers, cleared engine bay and under bonnet, relocated heater hoses, Aeroflow polished fuel rails, billet clutch reservoir

DRIVETRAIN:

Tremec T56 manual, GM Motorsports Ripshifter, NPC heavy-duty clutch rated to 700-800hp

SUSPENSION/BRAKES:

SSSL King Springs, resprayed calipers with HSV decals

WHEELS/TYRES:

Lexani LA7 white wheels, Achilles ATR Sport 245/35 front and 275/30 rear tyres

INTERIOR:

Progressive shift light, Aeroforce Interceptor gauges, Alpine 7in touchscreen double-DIN DVD player, Alpine 6.5in Type R splits front and rear, Alpine Type R 12in subwoofer and PDX amp in boot, dash highlights painted gold metallic, custom sub box with etched HSV symbol, custom boot inner with etched ClubSport and LED lighting

BODYWORK:

Glassed Walkinshaw bonnet scoop, glassed Senator boot lip, rear window spoiler, DRL headlights



NITTY-GRITTY

ENGINE:

Alloytec

ENGINE HARDWARE:

ORSSOM OTR intake, Hurricane mufflers, billet engine bay dress up kit, polished manifold

DRIVETRAIN:

Stock auto

SUSPENSION/BRAKES:

XYZ coil-overs front and back, standard brakes

WHEELS/TYRES:

20x8.5in front and 20x10in rear Lexani L5510 wheels, Achilles ATR Sport 245/35 front and 275/30 rear tyres

BODYWORK:

Rear boot spoiler, Pontiac front bar and bonnet, halo colour-changing headlights, LED taillights, exterior chrome moulds and trims

INTERIOR:

Drift oil pressure and voltage gauge, Prosport water temp gauge, Alpine 8in touch-screen head unit, four Alpine Type R 12in subwoofers, 6.5in Focal Utopia front speakers and 6.5in rear speakers, Alpine PDX amplifier and monoblock amplifier, dash pieces painted metallic black, custom sub box with mirrors and etched Perspex and LED lighting, custom LED sill panels, custom tweeter pods located on doors





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DEMON SPAWN

Alan Hamilton's wicked Sting red VZ Maloo boasts extensive mods no matter where you look. From the true-flame exterior graphics and 414whp tickled LS2 to the tray full of audio artillery out back, the ute has to be one of the top utes in its home base of North Queensland. The demonic theme runs throughout the car, with custom fibreglass work to be found in the engine bay, interior (where you'll find even more stereo gear) and of course, the tray – with extensive lava, hellfire and rock graphics airbrushed over the top.

HELLUVA DAILY

If this unassuming-looking silver VR sedan rolled up to you at the lights, complete with its steelies and factory body mouldings, you'd be forgiven for thinking there was little more under the skin than an old V6 with a million clicks on it. However, owner Trent took the car off the road six years ago and completely rebuilt the car, including the L98 engine swap, manualised T400, Koni adjustables, VZ twin-piston brake upgrade (including booster and master) and leather trim. He says it has made 400rwhp and so far its best ET has been an 11.6sec on street tyres. Awesome!





NUFFINSUS HERE!

Ben Cartwright's VT has lived several lives over the last six years, starting at his daily, before transforming into a weekend cruiser, back into a daily and now, finally, into a "toy". When the original LS1 spun a mains bearing at Sydney Dragway, it sat idle for a year and was almost sold until Ben could afford the rebuild. Today, it runs a 383ci stroker with a massive 1350cfm FAST throttle, built 4L60E with 4200rpm Dominator and 3.9:1 final drive. Used primarily for burnouts these days, Ben plans to run the car at the strip again soon, hoping to beat his previous PB of 12.3sec.



(U)ERY (P)RECIOUS

Hailing from Young in NSW, Nathan Hawkes has owned this pristine VP SS since 2008 and in that time has left no stone unturned when it comes to building a very sweet street car. So far he's had the exterior repainted, swapped out numerous sets of wheels before settling on the current FR20-1 Simmons and bolted on a Vortech blower kit from CAPA. This is backed by a rebuilt T700 and 3.9:1 gear swap. He says it's fully engineered and plans to install a Haltech ECU, bigger brakes and refresh the trim in the future.



CHICK MAGNET

Ash Roebuck's 2005 VZ SS brings all the girls to the yard thanks to its super clean mix of 20in chrome SSA rims, warmed over LS1 and T56, blue leather trim and Pioneer and Kenwood stereo system. Currently making 247rwkW, it's a healthy daily, but Ash has plenty more planned for it, including a custom TMS cam' package, OTR CAI and custom tune. If this is the quality of lady the car already attracts, imagine the girls he'll be fighting off once those mods are done!

CONDITIONS OF ENTRY

Information on how to enter forms part of the conditions of entry. The competition is open to Australian residents only. Employees of Express Publications Pty Limited ACN 057 807 904 ("Express") and their subsidiaries and families are not eligible to enter. The prize is not transferable or exchangeable for cash. The competition commences 10/07/2014 and closes last mail 06/08/2014. The winner will be chosen at 2 Silverwater Road, Silverwater NSW 2128 at 4pm on 08/08/2014 after the competition ends. There will be 1 winner. If the winner is not present when chosen they will be notified by phone and mail. The winner will be decided by a panel appointed by Street Commodes Magazine. The judges' decision is final and no correspondence will be entered into. This competition is a game of skill and chance plays no part in determining the winners. All entries will be judged individually on their merits based on creativity and originality. The total prize value is worth approximately \$120.00. The prize value is subject to change after printing. The promoter is Express Publications Pty Limited, 2 Stanley Street, Silverwater NSW 2128 (02) 9741 3800. Express will pay for the delivery costs of the prize to the winner and deliver the prize to the winner. Express will not pay for any other costs associated with the prize. Entry forms submitted will not be returned to the entrants. By entering the competition you consent to Express reproducing and publishing in whole or part throughout the world your statement which you provided to us on the entry form which we may use in all media formats including print, electronic or any other publishing medium. All entrants' contact details may be used for promotional purposes by Express. Our privacy policy can be found at www.expresspublications.com.au/privacy/.

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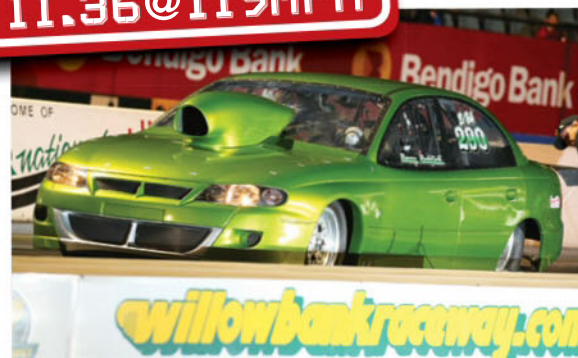
10.26@133MPH



14.13@107MPH



11.36@119MPH





11.02@124MPH



11.36@119MPH



13.91@96MPH



13.02@109MPH



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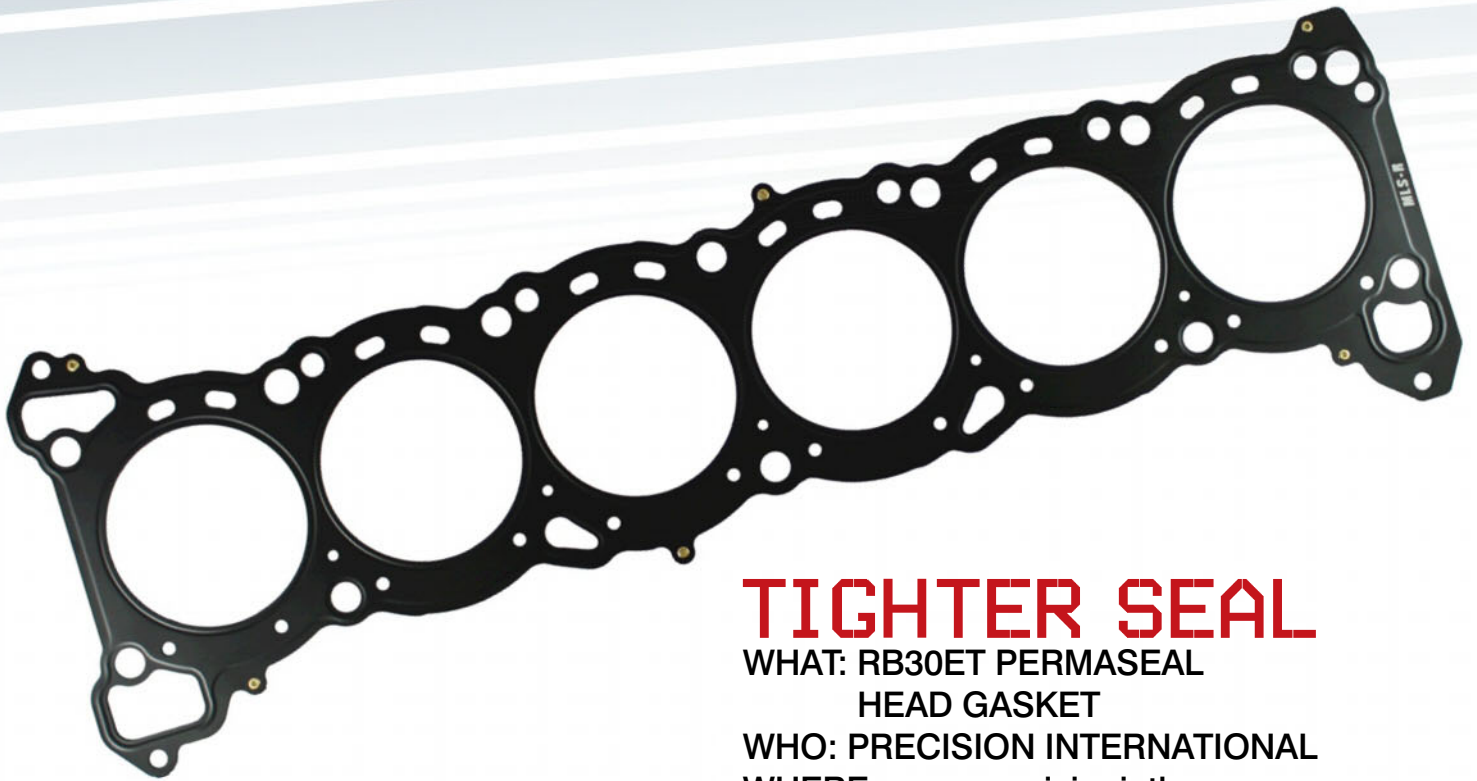
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Carpenter Shaun Peatt likes to be a little different. He built this 1993 Holden Statesman to "look nice and not be over the top. I also wanted it to be quick and do a good power-skid." He's owned the Statto for 10 years, which is a considerable stretch. As you can see, the spanners have been far from idle.

Says Shaun, "The best thing about it in my eyes is that it's mine, customised the way I want it and I love driving it." Formerly, Shaun had a VP SS that his brother now owns. This latest project has been a slow build over the decade gone by. In fact, it was resprayed over nine years ago with several different engine combos along the way. "Do they ever stop costing money?" Ah, no, mate.

Given a few minor bumps along the way, Shaun says he still wouldn't do anything differently. A forged LS1 383 stroker has replaced the injected 5L. It makes easy power and parts are now available at a reasonable price. It makes sense... and power. Built by Jason at JCA, the set-up has managed to propel the Statto to a solid 9sec pass. Bloody quick then, it's the kind of

luxo-cruiser pollyes wish they were getting around in.

The custom Turbo 400 is the perfect match for the forged engine, helping to push rapid-fire changes down the track. A transbrake, custom LSD and 3800rpm stallie account for the lightning launches.

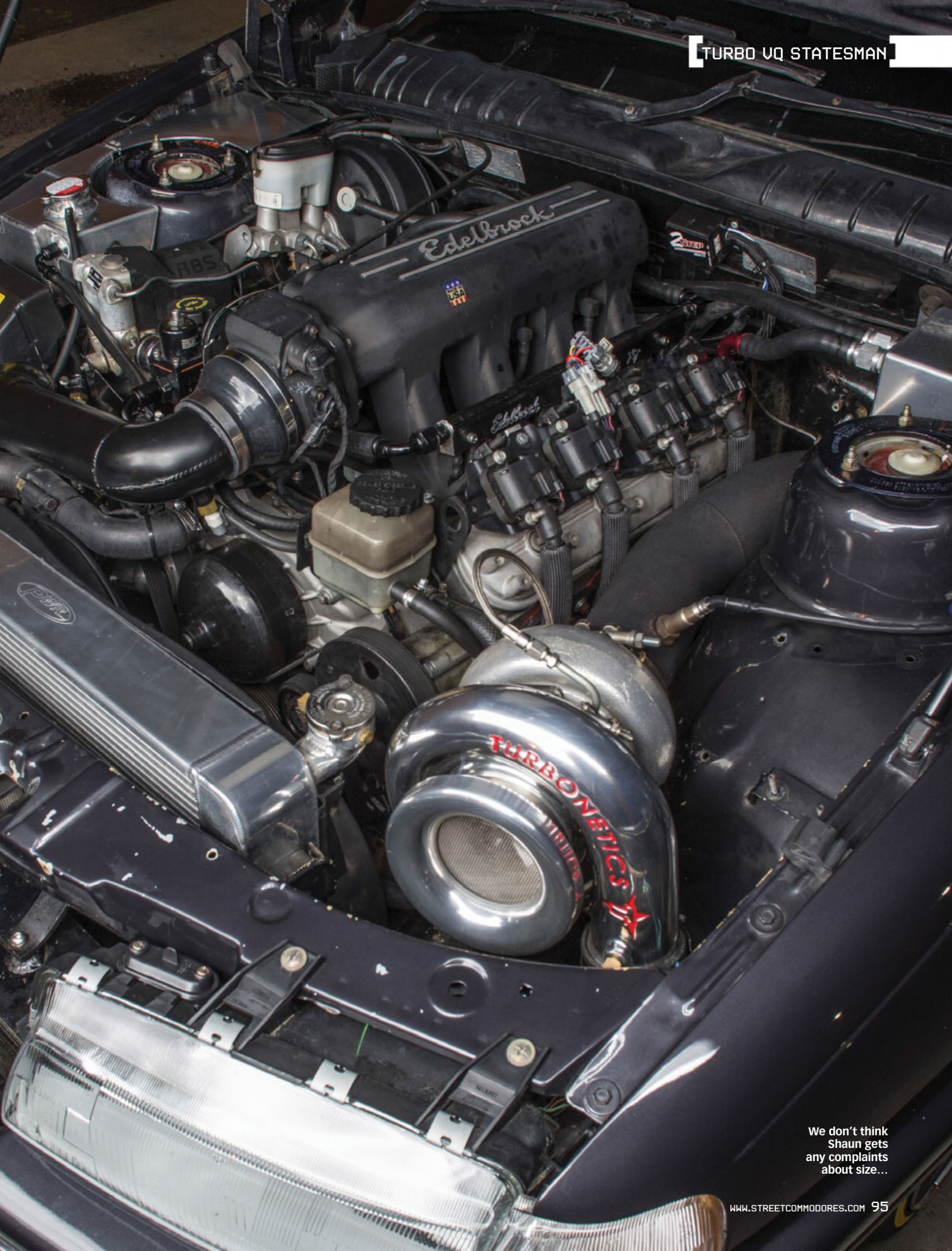
The body was in fair condition when Shaun started, but it's since been pepped up by Jess at Body Zone. Plans are there for a roll cage and mini-tubs, but like most things in this build, there's no rush.

Continues Shaun, "The car has been through a couple engine changes and has been in three weddings. It's been with me for 10 years and where've had our ups and downs. Lately, since the LS1 conversion, it's been all up with a PB of 9.84@144mph with room for improvement. The car is only running 13.5psi boost thanks to a great tune from Jason at JCA. It will be going through a few mods soon, including more boost, mini-tubs and a six-point cage. When drag racing, I bolt on the Pro Star 15x8in rears with 235/60/15 and 15x4in front-runners with 165/80/15 rubber."

So, what of the future? "I will be focussing on the quarter mile and hoping to keep getting PBS. I might do a few car shows and stuff like that."

"IT'S BEEN WITH ME FOR 10 YEARS AND WE'VE HAD OUR UPS AND DOWNS. LATELY, SINCE THE LS1 CONVERSION, IT'S BEEN ALL UP"





We don't think
Shaun gets
any complaints
about size...

Can you believe this respray is over nine years old?



It's great to see someone taking on a Statesman and really making a go of getting the best out of it. Superchargers seem to be the run of the day, but Shaun has bucked the trend and gone big (really big) on the snail front. With a solid forged set-up and Transco auto manualised and ready to make all the right changes, it's simply a combination that can do nothing but blow your ears off and run solid times down the strip. Got a

9sec timeslip? Shaun does.

Thanks: "I would like to thank Jason at JCA, jcalstxrturbo@hotmail.com, he has helped out a lot with everything, highly recommended from engine building to tuning and all his general advice, Jeff Hill at HTW for all the fabrication he has done, Chris at Proflow Geelong for all the fittings supplied, Jeff at BodyZone for the paintwork, Nathan at AusDetail for all his work keeping the car clean." **SC**



NITTY-GRITTY

ENGINE:

Forged LS1 383 stroker

PERFORMANCE:

720hp (E85), 9.84@144mph

ENGINE HARDWARE:

Alloy LS1 block, Callies Compstar crank, H-beam rods, custom cam, LS7 lifters, chrome-moly pushrods, Manley dual spring stainless valves, hand-ported heads, Mahle dish pistons and steel rings, high-volume oil pump, two Bosch 044 fuel pumps, Siemens 60psi injectors, Edelbrock high-rise manifold, Turbonetics 76/76 billet turbocharger, custom turbo pipes, 600x300x100mm front-mount intercooler, custom PWR radiator and trans cooler, 4in custom dump pipe, single 3.5in custom exhaust system, custom tune by Jason at JCA, manual boost controller, MSD two-step launch controller

DRIVETRAIN:

Turbo 400 transmission (Transco), full manualised with trans brake, 3800rpm stall convertor, 3.08 LSD built by Jason Clark

SUSPENSION/BRAKES:

King Springs Super Low springs, K-Mac adjustable tops front, lowered shocks front and shortened shocks rear, VT slotted and drilled rotors with twin-spot calipers front, VT master cylinder

WHEELS/TYRES:

20in wheels, 225/35 Pentagons

BODYWORK:

PPG paint, VZ flutes, deleted aerial VK SS bonnet scoop

INTERIOR:

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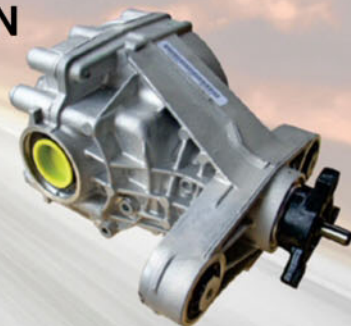
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004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

005 GOLD CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



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